

## 7. MONITORING PROGRAM RESULTS

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This section summarizes observations about traffic conditions on Alameda County freeways and CMP designated arterials. While overall miles of congestion has changed little since the 2002 survey, congestion on nine (9) segments has increased resulting in these segments being deficient for the first time.

### Deficient Segments

Of the 22 LOS F segments described in Table 4 of the document, eight (8) are exempt from deficiency plan requirements because they were grandfathered in the 1991 LOS surveys. Of the remaining 14 segments, 9 are deficient for the first time and 5 have been found deficient in previous surveys. The status of any planned improvements for these 9 segments is summarized below.

- There are no planned improvements on the following segments: I-580 eastbound Harrison Street to SR 13, SR 13 from Moraga Avenue to Hiller Avenue, SR 84 eastbound Toll Plaza to Thornton Avenue, SR 84 eastbound Thornton Avenue to I-880, Adeline northbound from Martin Luther King, Jr. Way south (at Stanford) to Martin Luther King, Jr. Way north (at the Adeline split), Park/23<sup>rd</sup> Street westbound from Santa Clara to Encinal, Hesperian Boulevard northbound from Grant to Lewelling, and SR 77 (42<sup>nd</sup>) eastbound from I-880 to E. 14<sup>th</sup> Avenue.
- I-80 westbound from Toll Plaza to the County Line is probably due to construction on the Bay Bridge and will improve when it is done.
- The I-238 westbound segment from I-580 to I-880 could be improved by planned improvements on I-238.
- I-580 eastbound from I-680 to Santa Rita Boulevard is currently being studied for the implementation of a HOV lane.
- I-580 westbound from Center to I-580/I-238 was LOS F in 2000. A deficiency plan was prepared and adopted by the Board in November 2000. The Deficiency Plan outlined a program for improvements along with a schedule for implementation.
- I-880 southbound from I-980 to 23<sup>rd</sup> Avenue could be improved by implementing improvements identified in the I-880 Corridor Intermodal Study when they are implemented by Caltrans and the cities in the corridor.
- SR 84 eastbound from Pleasanton-Sunol Road to Vallecitos Nuclear Center entrance could be improved by projects identified in the SR 84 corridor. The proposed improvements include Caltrans SHOPP projects, which are safety related, and the addition of truck climbing lanes on Pigeon Pass.

## Observation in General LOS Trends

The 2004 LOS Study shows that Alameda County overall congestion levels have not changed substantially in the last two years. In addition, growth in Alameda County is expected to continue. The 2000 Census data for Alameda County shows a slight decrease in the number of commuters driving alone (0.4 percent) and an increase in the number of commuters carpooling and taking transit (1.7 percent) since 1990. This indicates incentives to use alternative modes, such as financial incentives and guaranteed ride home coupled with capital improvements to address future needs appear to be keeping pace with growth in Alameda County.